

Final Meeting Notes
FHWA Pavement Preservation Expert Task Group
May 14-15, 2009
Hotel Monteleone
New Orleans, LA

Introductions and Welcome

The meeting was called to order at 1:00pm on Thursday, May 14 by Mr. Jim Sorenson, FHWA. Mr. Sorenson stated that 19 years ago the FHWA formed working groups in 4 AASHTO regions and of the original group, there are only four remaining members affiliated with the Pavement Preservation Expert Task Group (PPETG): Mr. Sorenson, Mr. Denny Jackson, KBA, Mr. Ed Denehy, NYS DOT, and Mr. Larry Scofield, ACPA. Mr. Sorenson appreciates the work that the PPETG performs and feels the continual increase in membership shows the dedication towards pavement preservation.

Mr. Sorenson gave a special welcome to the Portland Cement Concrete Pavement group. He stated that it's important to have them involved in the PPETG group and he appreciates the effort they exerted to have so many members attend the meeting.

Mr. Jackson welcomed the new members and invited guests. The membership roster was circulated and attendees were asked to update or add their contact information.

[ATTACHMENT 1 \(PP ETG Members, PP ETF Members\)](#)

Mr. Jackson asked for a motion to approve the meeting notes from the October 2007 meeting in Newport Beach, CA. Mr. Larry Rouen, Caltrans, made a motion to approve the notes, which was seconded by Mr. Jon Rice, NACE. Mr. Jackson asked that attendees review the list of Action Items from the Newport Beach meeting.

[ATTACHMENT 2](#)

Mr. Jackson then asked the Subcommittee Members break out into their individual groups to prepare an update and report on the long and short term goals outlined in the Strategic Plan. [ATTACHMENT 3 – Updated Strategic Plan](#)

Subcommittee Updates– Short and Long Term Goals
Portland Cement Concrete Pavement Subcommittee

Mr. Craig Hennings, ACPA, reported on the Portland Cement Concrete Pavement Subcommittee. Mr. Hennings wants more agency involvement and they will solicit additional members.

[HANDOUT \(2009 Webinar Program and Course Guide\)](#) Mr. Steve Mueller, FHWA, noted that the cost to participate in the ACPA Education and Training webinars is \$35.00 per participant per session. Mr. John Roberts, ACPA, added that interest in the webinar series is much greater than anticipated. In 2008, over 1000 people participated in the courses, and enrollment varied between 16 and 200 people per session. Mr. Mueller

suggested that the course fee be waived if CEU's aren't awarded. Mr. Roberts stated that because of administrative costs, ACPA must charge for the webinars. Mr. Hennings stated that he could visit organizations and present the identical material at no cost to the organization or the participants.

Update on Activities of the Concrete Pavement Center

Dale Harrington stated that he represents the National Concrete Pavement Technology Center (CP Tech Center). [HANDOUT](#) and [PRESENTATION](#). The Center works with Industry, Federal, and State agencies. The CP Tech Center developed a FHWA Concrete Pavement Preservation Workshop, and there are 9 engineers that present it throughout the country. There is still availability to present it to a few more states and there is no cost associated with the course. The 10 module course can be presented in one day, but the participants will benefit if the training is covered over 1 ½ days.

Mr. Sorenson stated that FHWA has been working with CP Tech Center at Iowa State University to come up with an infrastructure-based course for professors to instruct students. FHWA is bringing professor training back within the next few weeks and is creating college level curriculum to assist the professors. Mr. Sorenson stated that the CP Tech Center center must make the presentations interesting enough to spark demand. Mr. Mueller suggested that the instructors might benefit by participating in National Highway Institute's (NHI) Instructor Certification Program, which teaches effective teaching techniques. Mr. Hennings stated that IMC Construction has a construction training manual and that Mr. Harrington is teaching the course at no charge. Mr. Sorenson stated that FHWA needs to expand construction training and it's important for the same message to be relayed everywhere. There are many state agencies that don't have enough experience with PCC to train their own staff. Mr. Hennings stated that he taught a 6-hour "Just-in-Time" training in NV and CA.

Pavement Preservation: Acceptance and Implementation Subcommittee

Mr. Larry Galehouse, National Center for Pavement Preservation (NCPPE), reviewed the strategic plan and feels that the long and short term goals need to be updated. He would like to see the aggregate industry involved in the ETG group. Mr. Galehouse stated that during the Southeastern Pavement Preservation Partnership (SEPPP) conference [held during the previous 2 days in New Orleans], there was discussion regarding some states being fragile and that a few bad jobs will throw them off track and certain pavement preservation processes won't be implemented if there are problems. He suggested that training and certification may ensure a better product. Mr. Chris Newman (FHWA) briefly addressed individual certification. Mr. David Peshkin, Applied Pavement Technology (APTech), has a project to determine what competencies and training should be required for certification. Mr. Newman pointed out that both DOT and industry want training, and that everyone wants a positive outcome. Mr. Sorenson pointed out that the owner agency and contactors would take identical training. Mr. Galehouse inquired about certification with a Disadvantaged Business Enterprise (DBE) and Mr. Newman pointed out there is a difference between individual and corporate certification. Mr.

Newman stated that many DBE's are new corporations that are inexperienced and need training.

Mr. Galehouse discussed greenhouse gas and energy uses. He noted that in Canada, tax assessments are based off energy use. Mr. Galehouse stated we need to look at how to determine what is the most eco-efficient process, and which type of work is eco-friendly. There are different components: land use, energy consumption, etc. There are a number of various steps to determine efficiency. He pointed out that pavement management is one of the most important aspects of reducing energy. He added that we must know what the performance is for everything we do. Mr. Peshkin added that the University of Washington is looking into transferring "green" concepts to pavements. The ETG needs to see what others are doing and see what the other benefits are, and formulate them into the ETG format. Mr. Mueller added that New York, Washington, New Hampshire, and the University of Wisconsin have developed models. He said the FHWA needs to be involved with looking at the various studies. Mr. Mueller stated that pavement preservation movement wins whenever the "green" card is a factor. How do you certify a road as "green"? Mr. Peshkin suggested a task force to address the modules, training, promoting sustainability, and so on that could break out without the ETG that would address this issue. Mr. Mueller stated that there is already a similar committee on FALCON. Mr. Sorenson suggested six or eight folks work together and make a position paper. He feels there needs to be basic research, facts, and an evaluation. He suggested running a literature search and seeing what information is available. He added that the PCCP industry is interested in their industry's carbon footprint. Mr. Roberts added that Indiana is in the process of developing a way to determine the amount of impact on the environment. Mr. Sorenson stated that there are many studies underway, and a group needs to see what is being done and summarize it within 6 months. **Mr. Roberts, Mr. Mueller, Mr. Chaignon, Colas, Inc., Mr. Fred Mello, BASF Corporation, and Colin Durante, Pavement Technology, Inc., will prepare a 3 to 5-page white paper.**

Support Research Programs Subcommittee

Mr. Gregory, FHWA, reported that Todd Thomas has resigned from the PPETG and that Ms. Anita Bush, Nevada DOT (NDOT), has volunteered to Chair the Committee. Mr. Gregory outlined the following long and short term goals:

Short Term Goals

- Establish core group for the Research subcommittee for PPETG
- Continue to track the Pavement Notebook (NCHRP 1-46) to engage in the pavement preservation section.
 - Follow up with Larry Lockett
- Support the TRB Pavement Preservation Committee (headed by Larry Galehouse) and review TRB papers
 - Paper submitted August 1
 - Mid-to-late August for Review
 - Submit to Larry each of our interests

Long Term Goals

- Coordinate with the AASHTO TSP2 to:
 - Monitor research and implementation from the TSP Roadmap
 - Review priorities of the TSP Problem Statements
 - Update problem statements.
- Integrate and monitor the research groups from each of the Regional Pavement Preservation Partnerships

Mr. Sorenson welcomed Ms. Bush, and noted that her experience will be beneficial to the PPETG.

Support PP Centers for Excellence and Regional and State Organizations Subcommittee

Ms. Lita Davis, Friend of the Committee, reported that their committee had members at TRB's Annual Conference and they had identified the papers that were presented that involved pavement preservation. She stated that Mr. Craig Olson, APWA, has joined her subcommittee. She added that her committee is well balanced, with NACE and APWA represented. She would like to have a member from the aggregate industry represented. Ms. Davis continues to solicit photographs, documenting the different processes. It's important for future projects. Mr. Sorenson inquired about the status of the Speakers Bureau. Ms. Davis stated that during the April 2008 PPETG meeting, it was determined that the LTAP centers are being contacted by groups looking for speakers, and that the amount of work required to maintain an accurate list of available speakers isn't worth the committee's time.

Pavement Preservation Training and Certification Subcommittee

Mr. Newman stated that there are gaps in training and certification, both in the inspection and contractor workforces. He suggested coordinating certification with Agency QC and QA, but he needs to see what the other committees suggest. He acknowledges that there are many barriers regarding certification, depending if you represent Industry, Agency, a company, or an individual. He would like to find a way to take advantage of all the conversations, making a coordinating role to be involved at the partnership level. He would like to add a new long term goal to the strategic plan: to develop a draft guideline for agencies that want certification. He added that it won't be a Federal program, it will be a State program. He would like the ETG to identify the components of a certification program.

Mr. Jackson asked that the Subcommittee Chairs and Co-Chairs prepare and send an updated Strategic Plan to him as soon as possible. He added the pavement preservation movement is moving forward at a rapid pace, thanks to the dedication of the PPETG members.

Summary of the St. Louis CPTP Conference

Mr. Kurt Smith, APTEch, reported the 2 ½ day conference had 150 attendees. [PowerPoint HANDOUT](#) He stated that there is more movement towards preservation. He reviewed what is new and what remains the same (Slides 11 and 12) with regards to treatments, texturing, applications, and so on. Mr. Mueller pointed out that cross stitching isn't part of Caltrans maintenance treatments, and Mr. Rouen added that it isn't in the Caltrans Guide. Mr. Scofield suggested that, using a pooled fund study, Industry could pinpoint where and when seals should and should not be used.

Illinois DOT (IDOT) Concrete Overlay/Inlay Design Procedures

Mr. Matt Zeller, ACPA, presented Mr. Jeffery Roesler's PowerPoint presentation on Concrete Pavement Solutions for Lower Volume Roads. [HANDOUT](#)

Future Direction and Mission of the PPETG

There was general discussion regarding the future direction of the PPETG and the differences and similarities between the ETG and Emulsion Task Force (ETF). Ms. Simone Ardoin, LA DOTD, asked how to acquire data regarding different states' experience with new products. Mr. Sorenson stated that the information is not public domain and that having new products evaluated is costly for the manufacturer. He added that he expects FHWA's Division Offices to work with their own state to develop their own processes. He suggested that partnerships could be used as a sounding board for an emerging technology page. He added that emerging technology has got some proprietary specifications and warranty provisions and that they are starting to get some performance-based specifications. Mr. Mike Voth, FLHD, inquired how the ETG and ETF should interact. Mr. Sorenson stated the ETF is a high volume, short term, committee which he suspects will last between 5 and 10 years. He feels that SuperPave would have benefited with support from a group like the ETF. He added that the PCCP committee is a task force that is a more permanent in structure to the ETG. Mr. Peshkin stated that the ETG needs to meet twice a year and there must be earlier notification of meeting dates. [Ms. Davis will provide a guideline for subcommittees to successfully utilize teleconferencing. HANDOUT](#) Mr. Sorenson concluded the discussion by stating there is still a tremendous amount of work to be done in pavement preservation, and that the strong FHWA representation on the ETG is important to show what information is available to all groups.

Mr. Sorenson posed the question of whether or not the ETG has grown to an unmanageable size and if it needs to be reorganized. Mr. Mueller stressed the importance of dedicated funding, and added that it's hard to have a healthy economy when your infrastructure is crumbling. Mr. Sorenson added that AASHTO has endorsed a revised version of *Rough Roads Ahead*, which will soon be available for download on the NCPP's website. [HANDOUT](#) Mr. Rice feels that the ETG should work with other agencies so there is a consistent message. Discussion continued and the general

consensus was that the ETG and their subcommittees should remain. Some selected comments were:

- Mr. Denehy: NYS DOT has benefited from the ETG and since the SEPPP conference is over, he'll be able to dedicate more time to his subcommittee.
- Mr. Mueller: Need more focus on dedicated funding. Preservation is the "green" movement. Mr. Mueller would also like more ideas from the Pavement Preservation Acceptance and Implementation Committee.
- Mr. Steve Varnedoe, NCPP: Would like the group to address performance accountability, and would like to establish a threshold for accountability.
- Ms. Tammy Sims, TX DOT: Would like to address pavement preservation techniques that promote road safety.

Mr. Sorenson added that the FHWA is looking at pavement treatments to improve roadway safety. He added that FHWA provides funding and staff support for the PPETG, and that the ETG provides its own direction. He suggested putting a focus group together and work with the ETF to address treatments that promote safety.

- Mr. Luis Rodriguez, FHWA: His main concern is the availability to coordinate efforts with regional partnerships. They are working on similar tasks and we need a process to coordinate efforts.

Mr. Sorenson stated that the regional partnerships are new and are self driven. He added that the ETG needs to support their work.

- Ms. Davis: Charter agencies fighting for funding out of the general fund. There is a need to identify different funding avenues, like safety.

Mr. Sorenson feels that there will not be additional funding for cities or counties. He added that at the federal level, the only available funds are from the gas tax. Beyond that, it varies from state to state and they want to stretch their funds.

Mr. Sorenson showed the WGN Channel 9 Chicago news interview with Mr. Peshkin. <http://www.youtube.com/watch?v=u14Us9A3EQY>. Mr. Jackson stated that 15 years ago, there would not have been any discussion regarding potholes but now the deterioration of the roadways has become a lead story.

Portland Cement Concrete Pavement (continued)

Status of Quiet Pavement Research

Mr. Scofield presented his PowerPoint presentation on Status of Quiet Pavement Research. **HANDOUT** He added that AASHTO has a specification for test equipment, which is different in Europe. He stated that the noise level is gauged off surrounding dwellings, not the noise heard within the car. The contract with Purdue University looks at rehab and new construction, and will continue looking at different grinding patterns for the next 1 ½ years. Purdue University's challenge is how to add friction without

increasing noise. Mr. Scofield noted that the Anisotropic Friction Behavior test should have been performed at 40 degrees, but due to the weather conditions, their tests were performed at 33 to 35 degrees.

SHRP R26: Preservation Approaches for High Traffic Volume Roadways

Mr. Peshkin presented his PowerPoint presentation on SHRP R26. [HANDOUT](#) The survey was sent to all 50 states and overseas. Mr. Peshkin noted that that respondents to the survey determined what qualified as a low or high volume road. The object of the report is to determine guidelines. All the results for high traffic have been gathered and Mr. Peshkin would like industry input, which Mr. Moulthrop will coordinate. Mr. Peshkin added that when the agency was asked how long is the typical life of their pavements, that the answer is limited by the background and knowledge of the person completing the survey.

PP Training and Certification

American Recovery and Reinvestment Act Funding and Workforce Development
[ATTACHMENT](#) Mr. Newman briefly discussed the attachments which addressed the Recovery Act. Additional information is available at <http://www.recovery.gov/>. He stressed that inexperienced personnel would benefit from participating in training, conferences, and short courses.

Review of the TCC pavement Preservation Curricula Matrix

[HANDOUTS](#) Mr. Peshkin stated that the document is a draft version for asphalt and concrete pavements. The contract is still open and Mr. Newman wants input regarding possible additional competencies. Mr. Mueller asked about a formal review process and Mr. Newman advised him that the matrix would be included in these minutes and also sent out as a separate review document. The website <http://www.nttr.dot.gov/Home.aspx?AspxAutoDetectCookieSupport=1> has links to all training opportunities and is a great reference. Mr. Newman and Mr. Peshkin would like the members of the PPETG to look at the draft and see if additional information should be included. Please send all comments to Mr. Peshkin.

Asphalt Emulsion Course, Phase 1

Mr. Newman stated that the scoping meeting is going on. Mr. Sorenson's vision is a week-long, in depth training course that is "hands on" instruction. This course should address the most effective use of treatments. Mr. Sorenson added that it's imperative that the participants understand what is taught in the laboratory. The upcoming Phase 1 meeting will identify who the target audience will be. States and Industry are working to make sure that the course addresses their needs. Development should start the beginning of 2010.

New Agenda Item: Maintenance Leadership Academy

The Maintenance Leadership Academy is a 4-week course that FHWA is developing with TCCC and NHI. It's a blended course with self-directed and web-based studies. They are working with NHI to determine how to distribute individual modules. It will be piloted in Fall 2009 and they are negotiating with Texas to have it taught for the entire 4 weeks. It will be available for a national audience in Spring 2010. The course was written for the function of the Maintenance Supervisor and not just an Engineer's perspective. Mr. Peshkin added that personnel issues are addressed and Human Resources are included in the training matrix.

Support Research Programs

Phase 2-Crack Sealant Consortium Pooled Fund

Mr. Denehy discussed the Crack Sealant Consortium Pooled Fund Study.

ATTACHMENT It is an exhaustive study for crack sealant materials and will produce good guidelines for material selection and performance. The materials will be put in place in the field and will be monitored over a 4-year period. This is a Pooled Fund Study and it will result in industry supplying products that work. Mr. Denehy stated that all the tests are written to become an AASHTO recommendation. Mr. Sorenson added that in order to get it adopted it needs to be on the AASHTO agenda and someone needs to champion it as an interim specification. **Mr. Sorenson feels the ETG can endorse the project and promote the pooled fund study. Mr. Galehouse and Mr. Varnedoe need to make the states aware of the study.** The agenda for the AASHTO SCOM meeting in July may be closed. **Mr. Rodriguez stated that Mr. Jack Springer will attend the August 2-7 AASHTO Subcommittee on Materials Conference. Mr. Sorenson added that Mr. Colin Franco, RI DOT, is also on the committee and can request that it be added to the agenda.**

NCHRP 2010 Project Panel

Mr. Denehy reported that the NCHRP 2010 Project Panel list is available and there are several projects in the pavement preservation arena. Mr. Denehy briefly pointed out some areas of interest.

NCHRP 14-17, Manual for Emulsion-Based Chip Seals for Pavement Preservation

Also, Mr. Denehy stated that he is the panel chair for NCHRP 14-17, a project to develop a manual on emulsion base for pavement preservation. Mr. Rodriguez is the FHWA liaison. Colorado is doing the research, and is on phase 2, which was authorized in June 2007. There have been some subcontractor changes but the work is continuing and is expected to be completed at the end of 2009. Mr. Scott Schuler is the PM on the project.

OK Pavement Preservation Treatments

HANDOUT Mr. Caleb Riemer, OK DOT, presented his PowerPoint presentation on *Quantifying the Costs and Benefits of Pavement Rertexturing as a Pavement Preservation Tool*. In addition to the material covered in the presentation, Mr. Riemer pointed out that they used the New Zealand standard, versus the ASTM Standard for Sand Circle. This was done because the New Zealand test had more coarse sand which stayed in place during high winds. Mr. Mueller challenged Mr. Riemer and asked if the ASTM standard needs to be modified to reflect different winds. Mr. Sorenson added that a lot of technology is researched overseas because there are fewer hurdles. Mr. Mueller stated that if there needs to be a change in test protocols, they should be changed. Mr. Riemer added that Ms. Dominique Pittenger, Broce Construction, is doing her Masters on the economic analysis. **Mr. Mueller stated that the FHWA has Real Cost software that can help to perform life cycle cost analyses and will get Ms. Pittenger a copy.** Mr. Sorenson mentioned that Mr. Peshkin prepared NCHRP 14-14 and that there was software with it. Mr. Peshkin added that it is an experimental design aimed at optimal timing. He added that there is a spreadsheet that can be used to perform benefit cost analyses. Mr. Sorenson wants Oklahoma to look at the parameters so the test results will be applicable to other states. Mr. Riemer asked how best to integrate the study into a National Program, other than working with DOT's. Mr. Sorenson suggested Mr. Riemer work with the ETG for peer review.

PP Training and Certification

Texas PP Center Services

Mr. Yetkin Yildirim, Texas Pavement Preservation Center, presented his PowerPoint presentation on the Texas Pavement Preservation Center. **HANDOUT** Mr. Yildirim reiterated that they focus mainly on training but they do submit proposals to TX DOT for research projects. Information regarding training courses and additional information can be found at <http://www.utexas.edu/research/tppc/>.

TSP2 Update

Mr. Sorenson provided the TSP2 update and briefly discussed the handouts. **HANDOUT** He stated that 34 states have provided funding to maintain the service desk at MSU and that AASHTO is moving into bridge preservation. TSP2 is overseen by an owner/agency panel and is a program of technical services. Additional information is available at <http://www.tsp2.org/news/welcome.php>.

National Center for Pavement Preservation

Mr. Varnedoe stated that the NCPP website at <http://www.pavementpreservation.org/> will be significantly enhanced this summer,. He would like the ETG members to post their presentations on the website, where there are currently ~2000 documents. Their website has approximately 3000 users per month. There is an online survey, still under

construction. The long term goal is to track ongoing research at NCHRP and at the State level for each item in the research roadmap. The regional partnerships are the key needed to drive the national agenda. Within the last few years, they were getting organized and developing working relationships. For example, Louisiana teamed up with Texas regarding chip seals. They are having formal discussions and facilitating contacts which have had a positive impact. As Mr. Rodriguez mentioned earlier, there needs to be coordination among the ETG and regional partnerships. Mr. Varnedoe stated that getting funding from states has been difficult this year and that AASHTO needs to see that there is value added. Mr. Denehy asked about getting financial accountability from AASHTO regarding the NCPP's use of state pooled funds. Mr. Sorenson pointed out that AASHTO funds are not intended to be regionalized, and that it is a nationwide program. He added that some states volunteered more money to benefit the country. However, there were some financial accountability issues at AASHTO which have since been rectified. Mr. Sorenson states the Mr. Varnedoe met with the AASHTO staff and helped organize their financial spreadsheets. Mr. Varnedoe stated that no AASHTO overhead is taken out of the money that is volunteered and that AASHTO allows states that haven't volunteered any money to still participate in the program. Mr. Denehy added that he was under the impression that funds not spent on meetings would be spent regionally. Mr. Varnedoe added that there are specific pooled fund projects that cover travel and technical support/help desk, and has all been rolled into one lump sum.

Support PP Centers for Excellence and Regional and State Organizations

Texas DOT "Underseal" Tack Coat for Asphalt Paving

Ms. Tammy Sims, TX DOT, presented her PowerPoint presentation. [PowerPoint Presentation](#)

NTPEP Crack Study

Mr. Jerry Geib, MN DOT, briefly discussed the NTPEP Crack Study. [ATTACHMENT](#)

KGO (Karl Gunnar Ohlson) III – Swedish Mix

Mr. Geib briefly discussed the performance of flow mixing technology. [PowerPoint HANDOUT](#) He feels the technology of properly mixing asphalt and concrete is an area of interest. [HANDOUT](#)

Penn DOT 070507: Bituminous Overlay Strategies for PM on Interstate Roadways

Mr. Peshkin reported on this project that APTEch is performing for PennDOT. So far the project has identified what the Districts and other agencies are doing for preservation of high volume HMA roadways. Mr. Peshkin reported that unfortunately, the personnel at PennDOT that were interested in this project are no longer involved. There is strong interest in maintaining an HMA overlay program, but not so much interest in other treatments. He added that personnel changes directly impact pavement preservation. Mr.

Sorenson added that FHWA is willing to help, and that Mr. Peshkin should keep him informed and they'll go back to the Division office.

ADOT SPR 628: Evaluation of Maintenance Strategies for ADOT

Prior to retiring from ADOT, Mr. Scofield initiated a field study of maintenance strategies in Arizona. Mr. Peshkin reported on the current status of the follow-up evaluations and the report on the test sites that is under development. Mr. Scofield provided some insights on the initial data collection efforts that had been planned, using photologging technology and automated interpretation of the photo record. The report will address two of the three phases covered in the project: HMA surfaces and preservation treatments. The sealer/binder study is being reported on by Mr. Gayle King through the FPP/FHWA study. Unfortunately, some of the findings of this project provide another example of what happens when a champion stops being associated with a project before it is over.

NCHRP FY 2010, Caltrans Funded Projects

Mr. Rouen briefly discussed the NCHRP projects that Caltrans has been awarded. [HANDOUT](#) Mr. Sorenson added that there is a call for panel members. If Caltrans put in the three problem statements, they may want to look at what is important to the ETG and make sure that NCHRP gets the right people on the panel. Mr. Larry Orcutt, Caltrans, would be the contract for any interested industry members that want to be put on the panel.

Pavement Preservation: Acceptance and Implementation

FHWA Polymer Modified Asphalt Emulsion Study

Mr. Gayle King, GHK, Inc., presented his PowerPoint Presentation of the FLH Field Study. [Report HANDOUT and PowerPoint Presentation HANDOUT](#) Mr. Sorenson suggested that the material be introduced to the AASHTO Material Subcommittee and get it into their process. Mr. Franco already has it on the agenda. In addition to the material covered during the presentation, Mr. King gave special thanks to industry for reducing the costs for sample testing. Mr. Sorenson added that the research community, owner agencies, and contractors made the project work. And through the process, they came up with a straw man specification. He suggested that they take it to AASHTO, methods A & B, and let the research committee determine which method to do. He continued by saying that they need an AASHTO provisional specification approval. Mr. King invited any PPETG/ETF members to review the chip seal performance specification.

Little Red Book – A Quick Check of your Highway Network Health

Mr. Gregory stated that the Little Red Book has been updated. [HANDOUTS](#) There was a memo distributed to the field office notifying them that it has been updated. He added

that for those just want to run the numbers, they can use the calculation formulas in the spreadsheet. It was noted that FHWA is continually updating their resources and that the Toolbox needs to be updated every 3 to 4 years. Mr. Gregory asked the ETG to provide input on updating the toolbox. Mr. Sorenson added that there have been 15,000 copies produced, and that the PowerPoint presentation is available on the NCPP and FHWA websites. **Mr. Rice and Mr. Olson will work with their organizations and the LTAP Centers to inform the members of the updated Little Red Book.**

Economic Benefits and Performance Specifications for Pavement Preservation

Mr. King asked Mr. Sorenson if we know the economic benefits for pavement preservation. Mr. Sorenson stated that the fundamental research projects aren't done to answer that question and that they are not in the position to answer economic issues. He added that the contracting community will be miles ahead, like with Hot-Mix Paving, once they take over their own performance and process. He continued by saying that FHWA will assist states in developing a maintenance and performance based contracts. The 2-day tutorial will be available in December 2009 and has had good feedback. He added that the issue is picking measureable criteria that can be used throughout the life of the project. The criteria will be determined between the owner agency and contractor. Mr. Sorenson feels that more research is needed, and suggested writing up a problem statement, getting it into the roadmap, and getting it solicited. There is a third course, Baseline and Benchmarking, and Stage 1 was reviewed the other day. This course teaches the fundamentals of performance contracts: what is measured, what are the criteria, and what are benchmarks. This is necessary to provide comfort to both contractor and the agency. Mr. Mueller asked if there were enough tools for performance contracting. One example was in Virginia. They didn't have a pavement management system and they knew they couldn't maintain their interstate system. They pull all their interstate contracts under maintenance contracts. Mr. Franco proposed to have performance contracting in Rhode Island starting in the Fall 2009. Mr. Sorenson added that FHWA is willing to sit down and assist in developing the specifications for the contract.

Green Effort and CA Presentation on Sustainability and Preservation

Mr. Mueller made a brief PowerPoint presentation. [HANDOUTS \(Original version and abbreviated version.\)](#) Mr. Muller stressed the importance of thinking cradle to cradle and added that lifecycle cost doesn't mean just money, it also means how much can be recycled.

Emulsion Task Force Update

Mr. Roger Hayner, Colas, Inc., made a brief PowerPoint presentation of the ETF's progress. [HANDOUT](#) Mr. Mueller suggested that the ETF review a adhesion test that the University of Illinois performed. Sorenson added that the ETF has made great progress. Mr. Hayner added that the ETF has a July 15 conference call scheduled. **Meeting Notes - Pending**

Meeting, Conferences, and Events

2010 International Pavement Preservation Conference

Mr. Sorenson reported the 2010 International PP conference is under development and that Caltrans has been working with the NCPP and others and approximately 80 problem statements are being reviewed (abstracts and papers). The group meets with Gary Hicks, California Pavement Preservation Center, via conference call on a monthly basis. They have invited 8 or 9 international organizations. Mr. Sorenson would like Larry to work with regional partnerships and arrange for a side bar meeting. Mr. Sorenson suggested that the conference might be good for the International Road Federation (IRF). The IRF is having a conference, *Preserving our Highway Infrastructure Assets*, on August 4-7, 2009 in Orlando, FL. **HANDOUT** He added that there will be small FHWA representation since the conference conflicts with the AASHTO Subcommittee on Construction meeting in Chicago. Additional conferences are posted on the NCPP website.

In-Place Recycling Conference in Minnesota

This conference is tentatively scheduled for August 25-27 in Minnesota. The dates will be finalized once they've confirmed an onsite visit. They did a similar onsite visit in Salt Lake City, Utah in June 2008. They would like to organize the same type of onsite workshop in the Northeast and Southeast.

Next Meeting

Mr. Jackson suggested that the PPETG meet twice a year, in addition to conference calls. The next meeting is tentatively scheduled for Monday, November 16 and Tuesday, November 17, 2009 in Reno/Sparks, Nevada. Ms. Bush is willing to help with the arrangements. It was suggested that the Subcommittees meet for a longer period of time with separate break out rooms.

Before adjourning, Ms. Bush stated that she appreciated the invitation to join the PPETG and is excited to support pavement preservation. Mr. Riemer is excited to work with young pavement preservation engineers, and Ms. Ardoin was thrilled to attend the meeting in place of Janice Williams. Mr. Mueller concluded the solicited comments by stating the importance of picking up Environmental Stewardship.

The meeting adjourned at 3:00pm on Friday, May 15, 2009.